

A3

--There is an interlayer 104 on insulator 12c which is less than, for example, 1mm thick. Interlayer 104 is connected to insulator 12c via, for example, a hard soldered connection, in the region of a step 106d of insulator 12c, which is approximately, e.g., 11= 12 mm long. At the end of step 106d further from the base part, interlayer 104 conforms to the shape of insulator 12c, which widens. In a section 108, however, interlayer 104 forms a tubular section having a larger inner diameter than outer diameter Dc of insulator 12c. Thus, there is a gap 110 in the region of section 108 between interlayer 104 and insulator 12c. In section 108, interlayer 104 is connected on its outer side with the inner side of insertion nut 34c, for example by a soldered or welded connection. In the region of step 106d, the outer side of interlayer 104 is not connected with housing 22c, so that in this region a gap 111 lies between interlayer 104 and housing 22c.--

Please replace the paragraph starting on page 9, line 1, without prejudice, with the following paragraph:

A4

--Through the shaping and nature of the attachment of interlayer 104, forces which arise in housing 22c as spark plug 10c is screwed in cannot be transmitted directly to insulator 12c. Interlayer 104 absorbs these forces in the transition region between step 106d and section 108.--

IN THE CLAIMS:

Please amend claims 1, 9 and 10, without prejudice, as follows:

A5

1. (Amended) A spark plug, comprising:
 - a partially cylindrical insulator element;
 - a housing enclosing the partially cylindrical insulator element; and
 - a connection including at least one material bond by which the partially cylindrical insulator element and the housing are connected to one another.

A6

9. (Amended) The spark plug according to claim 8, wherein:
 - the connection further includes a friction-lock connection aligned in a radial direction, and the friction-lock connection is produced by an installation of the